

BITS & PIECES

do some if more (any) accessories were available for the bike.

I like the bike best for its handling, sound, its absolute oil-leak-freeness, and its neat looks in the engine department. I am not wild about the electrical system, but must say that I have had no particular trouble with it yet, except that the alternator doesn't put out enough if I ride around in the daylight with the lights on. OK at highway speeds, day or night.

I am an airline pilot for Pam-Am and will eventually be getting to Rome. Am going to try to pick up some parts there, especially some Conti Mufflers.

As a side line business, I own a small machine shop that specializes in small bore engine cylinder boring and honing. This includes engines up to 3 3/4 bores, blind holes included. I am a member of the Antique Outboard Motor Club and do a lot of machine work for all phases of antique outboard restoration. Have worked on many motorcycle engines, old and new. Can easily do big bore shafts, can't do crank throws yet. Have very accurate dial-bore indicating equipment for cylinders to obtain perfect roundness and straightness.

Am looking forward to future issues of the Newsletter. Sincerely, William T. Salisbury Jr., 71 Cardinal Dr., Toms River, New Jersey 08753

IN SEARCH FOR DUCATI 905 cc RACING PARTS

Currently I am gathering information on parts supply for the factory racing parts for the 905cc Desmo used by the factory in the 24hr races. If my German source is right it appears that some of the 60 degree heads, cams that have more duration than the Imola Cams, dry clutch kit, and 905cc pistons and barrels are available in limited quantities. I will know for sure in a month or so, at that time if they are available I will relay all the information as to price and where to send for them.

Also, for others information the CDI off the 860 will bolt on to the 750 Desmo, all the necessary machining has been done already. Not having had a look inside the 750 GT cases I do not know if it (the CDI) will bolt on the GT. However I suspect that the machining has been done as there is no difference in part numbers for the cases for any of the 750s. I received this bit of help from Rich Silvestry of Silvestrys Cycles in Ohio.

If, or rather when I come across any other useful information I will pass it along to you and the club. John Early, 2314 Pierce, Flint, Mich. 48503

THE \$5.00 A DAY DUCATI HABIT

Enclosed you will find some bread for my membership dues and one of those trick Ducati T-Shirts. The following membership info may be subject to change without notice.

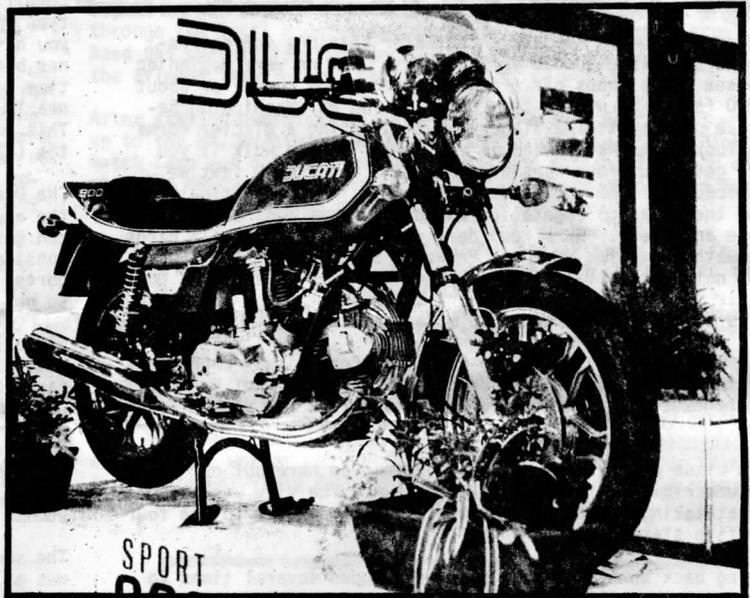
Richard Verbanc, I own a 1969 350 MKIII Desmo, purchased from Sun Cycles, Newark Delaware in Sept 1972.

Being an unmarried student, I work only to support my \$5.00 a day Ducati habit. My thumper is usually unleashed for short high intensity bursts on twisty country roads.

I like being the only one in Delaware who owns a Ducati. I detest trying to locate parts and service. I can represent myself (therefore the state of Delaware) on behalf of the club.

Anyone who has ever dumped one of these Ducks knows that the tachometer bracket usually becomes shredded. I am saving mine for a Christmas tree ornament. Needless to say Berliner tells me that this part is unobtainable. I'm finding it difficult to ride with one hand on the bars and the other desperately clutching my tach. If there is someone out there who would be willing to part with a tach bracket in good condition, PLEASE get in touch.

I am looking forward to a long and happy relationship with your fine club. 1220 Hillside Bl., Wilm. Delaware 19803



DUCATI "DARNAH" the STREET VERSION OF THE 900SS. Far out!

Dear Joel: Thank you for the letter the club patch and decals.

You are disappointed because I am the only one member of the DIOC in France. I think that in fact the language is the main problem. In the July issue of the Club letter, it is said that you at the headquarters of the club, you speak french. Can people write you in french? (YES! ed.)

In the beginning of february I was in Bologna, Ducati heaven where I met some Ducati people to talk about technical matters. At this time they gave me a picture of the new desmo model called DARNAH that will be produced in June of 77. This will be a kind of "street Super Sport". As you can see there are no technical specifications as usual on the back of the Ducati handbill because this is only a project. (The brochure will be printed in the 6th DIOC with more information. ed.)

A french motorcycle review gave the following specifications for the Darnah:

Engine 4 strokes. Twin Cylinders, Desmo Distribution OHC. Bore 86MM X 74.4 mm. Total displacement 863.9CC, Compression 9.4:1, Carburation: 2 Dellorto 32A. Electronic ignition, Electric Starter. (aagh! ed.)

Frame: New Model, Brakes: Front Double disc, single disc for the rear, Length 228 CMs., width 68cms. Wheel base 154cms., weight 210 kgs. dry. Performance 205 KMh. DIDIER CAMPION, 34 Rue Vineuse, 75016, Paris, France.

